

Silver Spring Citizens Advisory Board Meeting
Minutes
January 14, 2008

Members: Alan Bowser, Phil Olivetti, Debbie Spielberg, Darian Unger, Deborah Linn, Marilyn Seitz, Mark Woodard, Mitch Warren, Jerry Yokoyama, Victor Weissberg, Lucinda Lessley, and Megan Moriarty

Members Absent: Kathy Stevens, Mary Pat Spon, Fran Rothstein, Evan Glass, Cassandra Ford, and Eric Hensal

Call to Order and Introduction: Debbie Spielberg, Chair, called the meeting to order at 7:05 p.m. members and attendees introduced themselves.

Approval of Minutes: The Silver Spring Citizens Advisory Board approved the December 10, 2007 minutes

Community Comments

Dan Sobel, Volunteer Firefighter and Emergency Medical Technician and a member of the Board of the Silver Spring Fire Department stated that he strongly opposed the County's plan to charge people for ambulance service. We receive numerous calls from people in the early morning hours and ultimately I am the person running those calls. Every now and then we get a child whose parents cannot afford to pay their rent or mortgage let alone pay for ambulance service. Montgomery County is the wealthiest County in Maryland and it is unfair for anybody to be placed in this position not to be able to utilize ambulance service because they can't afford it.

Marcie Stickle stated that the Perpetual Association Building celebrated its 50th year opening day this Sunday, January 13, 2008 and is in the process of working on a historic building

Chair's Report

Debbie Spielberg reported that:

The five Silver Spring Region Boards and Committees including ours will meet with the County Executive in late February to discuss the Operating Budget requests. The Board has time to plan and discuss what our budget priorities are and members and Committee Chairs can come up with their thoughts on what we need to do. Included in the packet are the priorities of all the Boards and Committees that were submitted last year. We hope to have Board member comments to discuss our priorities at the full Board meeting in February before the meeting with the County Executive.

Director's Report

Gary Stith reported that:

- Debbie Spielberg was talking about the Operating Budget. On January 15, the County Executive will submit the Capital Budget to the County Council. Our office will provide the Board information about things in the Capital Budget relevant to Silver Spring. There will be hearings in early February before the County Council about the Capital Budget. I assume the Board might want Debbie Spielberg to testify about the Capital Budget on projects that you have supported in the past in Silver Spring.

- Gary Stith responded that we can take those same comments and present them to the Council at the Hearing. I'll send an e-mail on information about the projects that are in the Capital Budget related to Silver Spring.
- Department Public Works and Transportation is having a public meeting on January 17 at 7 p.m. at the Silver Spring Elementary School, 631 Silver Spring Avenue to discuss the facility planning for improvements at the intersection of Colesville and Dale.
- The County Executive is holding a Public Operating Budget Forum on January 24, at 7 p.m., Long Branch Community Center.
- County Council is holding a Town Hall meeting at the American Film Institute (AFI), Silver Theatre at 7:30 p.m. on January 30th.
- Park and Planning is working on a Georgia Avenue concept study. It's the Georgia Avenue corridor from the District line all the way through the entire County. They are having their second meeting on that planning process on February 5th at 7 p.m. Saddlebrook Park Police Headquarters, 12751 Layhill Road.
- Thanks to Marilyn Seitz and Jerry Yokoyama for giving up their Saturday to interview the 16 potential applicants that applied to be on the Citizens Advisory Board. We are making our recommendations to the County Executive, only one slot is opened and six members of this Board applied to be reappointed for a second term.
- Debbie Spielberg commented that the Operating Budget Forum is being hosted by the Silver Springs Citizens Advisory Board and the expectation is that all Board members be able to attend.

Purple Line Update

Debbie Spielberg commented that the main topic of discussion this evening is the Purple Line and issues of concern to the community we invited Tom Autry and Mike Madden to the meeting to address these issues. We are in the midst of the process, there is no decision, and the Board has been on record in support of the Purple Line. We decided that it would be a good idea to be brought up-to-date on what's going on with the Purple Line. Tom Autry agreed to come to our meeting, and Mike Madden had a prior commitment to attend a Civic Association meeting. The format we envision is to focus on the questions that have been submitted and if the Board members questions. I would like to formally introduce Tom Autry from Park and Planning.

Listed below are questions sent to Tom Autry that various people have asked:

- **What is the proposed route from New Carrollton to Bethesda? Anticipated stops along the way?**
- **What are the choices? (Bus rapid transit vs. Light rail). Various options within each of those?**
- **What is the process?**
- **What is the timeline?**
- **How will the project be funded? Are there dedicated funding sources at State and Federal levels?**
- **Where will it go in Silver Spring and Takoma Park? (including Langley Park, Long Branch, Downtown Silver Spring, Lyttonsville)**
- **Are any parts of this route definite?**
- **What are the two routes under consideration through Downtown Silver Spring to Long Branch?**
- **What does light rail look like? What does that mean?**

- **What is the purple line and funding competition for? (The quarter cities transit way? The red and green lines in Baltimore?)**
- **What does that mean for the likelihood of being funded?**
- **Is it anticipated a Purple Line and a Red Line in Baltimore would move forward to construction at the same time? If not which one would move forward first?**
- **If it's the Purple Line what measures will Montgomery County take in conjunction with Prince Georges County to position the project for success in the general assembly?**

Debbie Spielberg stated that particularly given in the past major transportation projects in either Baltimore City or the D.C. suburbs were generally paired to get the support needed for the general assembly.

- **Why isn't one of the routes under consideration down Colesville Road which is less residential than Wayne or Thayer Avenues?**

Debbie Spielberg mentioned that there was a variety of questions regarding Wayne Avenue:

- **A better understanding of the Wayne Avenue alignment. A drawing would be helpful.**
- **How will it change the traffic on Wayne Avenue?**
- **Will the Purple Line have a dedicated lane or share it with traffic?**
- **How will they make sure that it doesn't get stuck in traffic as it moves through Downtown Silver Spring?**
- **How does the new bike trail fit in?**
- **How does the Purple Line help us get the present trail extended to Downtown Silver Spring?**
- **Why are there so many stops?**
- **Is it a concern that there are too many stops near Downtown Silver Spring that will slow the trip?**
- **Is it accurate that for any of the options except for the low impact bus rapid transit that Wayne Avenue would have to be widened at various points between Fenton and Flower?**
- **What is the plan for the Green Way, for bikes along Wayne Avenue?**
- **If the bike trail is to be shared with pedestrians, how wide would it be?**
- **What does the above ground light rail transit option mean for the look of Wayne Avenue?**
- **Would it be like the "T" in Boston that runs on tracks in the center of major roads?**
- **How much would tunneling under Wayne Avenue east of Cedar cost as compared to the widening and other acreage changes that would be required?***
- **Is it possible the tunnel along Wayne to Mansfield then go above ground?**

Debbie Spielberg stated the following regarding Downtown Silver Spring:

If it's at grade through Downtown Silver Spring won't it:

Increase traffic congestion Downtown to gridlock and slow the trip?

If Board members have additional concerns that they want addressed during the presentation please let us know. If time allows we will follow-up with questions and written questions from folks in the community. Again, due to time constraints if you have questions that haven't been covered during the presentation, we have cards for you to write your concern on, return to us and we'll make sure the question is answered.

Gary Stith asked if Tom Autry could explain what the outcome of that Advisory Group process is going to be.

Tom Autry responded that the Advisory Group met five times, gone through numerous technical issues and are working with us as we review the Draft Environmental Impact Statement to develop a recommendation on a long range referral alternative for the Planning Board. They are going to be working with us towards the development of a Functional Master Plan that allows us to get an official Purple Line alignment east of Silver Spring.

Gary Stith asked will a decision to put it in the Master Plan be done before the preferred alternate is selected by the state.

Tom Autry responded no. The blue handout has the latest schedule that the Advisory Group is recommending and we have included it in The Purpose & Outreach Report that is going before the Planning Board on Thursday for approval. We're going to be asking the Planning Board to approve The Purpose & Outreach Report that includes this schedule and we're going to ask them to request MTA that we have twice as long as federal law allows for the review of the draft of the Environmental Impact Statement. Federal law provides a 45-day review period, we're asking for 90-days. We're asking for that because we have groups such as the Silver Spring Citizens Advisory Board, the Master Plan Advisory Group, Planning Board and Council that need to weigh in on a Local Preferred Alternative.

In regard to Gary Stith's specific question the schedule reflects a 90-day review period. On the first page are steps leading up to the selection of the locally preferred alternative and on the back of the second page is information on the timing and financial adoption of a Functional Master Plan and this is the schedule we are dealing with at this point. If you are not familiar with the Purple Line project or the Federal Program process this goes through in order to secure federal funding this is a simple primer we customized for this project. You can review the information and get an idea of the project in general and the overall objectives and agenda are with connecting places and people. Some people have expressed concerns, about the dynamics with respect to efficiency, things that would make the project more effective in terms of what it is suppose to do. There was an article in the newspaper about the Columbia Pike project and the streetcars. There is a lot of concern about Wayne Avenue and the CBD, there is a wide variation of equipment size between light rail and streetcars it may not be wide in terms of numbers but visually it is. The streetcars that you see at the top of the page are anywhere from half a foot to a foot less in width than the Houston Light Rail and is a more conventional light rail. There are a lot of different options on how average speed makes a difference and how that might vary between modes on page 14. We are going to be talking about the different alternatives and the fundamental of how that is developed in this process the outline is on page 15. The schedule that is included in this Orientation Packet is on page 18 and is not up-to-date.

I want to tell you about the alignment quickly and get back to the second handout and some of the specific alternatives, configuration and some of the more recent issues about tunneling and some of the more it might be of use to refer to the Matrix Page, this is something we put together to simplify an alternative.

Debbie Spielberg commented that all Board Members should have a technical memorandum draft that goes into detail about the different options.

Tom Autry commented that the blue sheet handout showed various functional aspects of the project. Whether it's separated or not, what the alignment is between Bethesda and Silver Spring and east of Silver Spring, whether it's dedicated, shared or exclusive lane.. The alternative listed shows, low, medium and high Bus Rapid Transit and various levels of investment. High being more costly, higher average speeds therefore charges more ridership. Along with each alternative you'll see a capital cost estimate and a weekday ridership average for 2030. The MTA released this information at their open houses in December. The numbers you see here are midpoints.

There are two alignments in Bethesda one on the Georgetown Branch, which is in the adopted Master Plan that's light rail and bus rapid transit. You can see the Medium and High Bus Rapid Transit and the entire Light rail alternatives are all on Georgetown Branch. The other alignment in Bethesda is Jones Mill Road and it is Bus Rapid Transit only and not intended to be Light Rail. It is the only alternative that is Bus Rapid Transit in that area only.

In Silver Spring, this circle represents the potential station at Lyttonsville; there a shop for operation maintenance planned in that location. This is 16th Street Transit Center; this is Fenton and Dale stations which is a relatively new station. All of these station locations are within the County are on the large Purple Line maps.

Let me explain what we are doing in terms of coordinating planning efforts, this go all the way to Takoma/Langley Park at University and New Hampshire. There is a sector plan. One of the things brought up is the functional plan we are doing, there are three plans in play, in addition to the draft of Environmental Impact. There is a functional Plan by the County, Takoma/Langley Crossroads, Sector Plan for both Counties and a Prince Georges County Transportation Plan. The Prince Georges plan is a functional plan and Park & Planning on the Montgomery county side is working on a Purple Line functional Master Plan, those are facility plans and don't get into zoning but layout the alignment. Issues about what Takoma/Langley is going to look like after the Purple Line are controlled by more conventional Master Plans and that is what the Sector plan is. We have these three plans, the draft Environmental Impact Statement and we are doing our best to make sure that at the policy level and the staff level we continue discussion with one another because there are a lot of moving parts and an abundance of questions. We have just entered the phase where there will be questions because of the ridership numbers and furthermore it's critical that we all work together. We've got interagency group that works together between the staffs, the County, DPWT and Washington Metropolitan Area Transit Authority (WMATA) that meet on an as needed basis. This is what is happening on a bi-county level.

The study is more useful in identifying specific aspects of the alignment because of chosen detail station locations. Of particular interest is how it works along the CSX railway as it enters Silver Spring. One question was what about the trail and how does it get into Silver Spring. Right now

they are showing alternatives on both sides of the CSX right-of-way for the rail, they prefer the south side and keep the trail on the north side of Calvert Street bridge bring it in either on Second Avenue, Wayne or over to Colesville Road on the north side and keep the train on the south side. Try to get the train over to the North side before the Silver Spring Transit Center either West or East of the Falkland Apartments.

Once in Silver Spring the Wayne Avenue alignment which is Bus Rapid Transit (BRT) only, if you look at the chart on the Blue sheet handout you will see the low BRT and it is the only one that is a primary alignment in East Silver Spring then Second Avenue and Wayne Avenue, that alignment is the only one that doesn't have a direct connection with the Silver Spring Transit Center.

The plan is for the Metropolitan Branch Trail to access the Silver Spring Transit Center on the third level and have a level through the plaza area at the bottom. There would be two levels at which the Metro Branch Trail would theoretically meet the Silver Spring Transit Center and then the Capital Crescent Trail would be north of that.

The chart on page 4 of the blue sheet handout is the Alternatives Analysis which is the Federal Transit Administration (FTA) Process for New Starts Projects. One question has to do with Dedicated Funding. There is a funding source at the federal level called Section 5309 that provides up to 80% capital funds for systems like this. Throughout the country the general feelings are if you look at the projects that are in the pipeline, federal level that you likely will not get more than the 40% or 50% federal support for projects of this kind. They're not meeting the 80% statutory maximum. In order to get those funds you have to get through this process, and we're at the top.

Vic Weissberg stated 50% is in Appropriations Language and Authorization Language still states 80%

Tom Autry stated that the next milestone is the selection of the Locally Preferred Alternative (LPA). If you look at the schedule the Maryland Transit Administration (MTA) would like to make the Draft Environmental Impact Statement available late spring of 2008, and have a LPA selected by the end of the summer. That is an ambitious schedule and would not follow that sequence if there is a 90-day review period it would depend on when the Draft of Environmental Impact Statement is ready.

The latest ridership and cost estimates are on page 5 of the blue sheet handout. Those are total travel times, from New Carrollton to Bethesda for each of the alternatives. The ridership is the average weekday ridership for the target planning year of 2030. We've looked at these numbers to compare them with the projects that are in the pipeline for federal approval and the numbers stack up relatively favorable. The ratings system for these projects is competition and cost and ridership is not the only thing taken into consideration. Other things taken into consideration are travel time savings and land use planning and whether or not it's supportive of transit. The initial estimates of more detail information on user benefits or cost effectiveness will likely follow towards late spring.

There have been a lot questions with Silver Spring in particular about the alignment on Wayne Avenue and we have asked the State to provide us with additional information on their decision

not to look at a longer tunnel on the Wayne Avenue Sector. Their position is that it's too expensive and we are asking how they arrived at that conclusion. One of the things we're really interested in getting is what facts they are using; are multiple stations along the alignment; they have added stations at Dale Avenue and the Library Site. We would really like to get ridership estimates by segments and stations so we can start looking at some of these questions about the overall user benefit, tunnel versus surface, knowing that the arbiter of this is the State not Park and Planning.

Debbie Spielberg responded that the Board may want to invite Tom Autry back at a later date given that the process is long. The agreement was questions from the Board and then written questions from the community. If we can't get all the answers now we'll try to get answers for folk's as much as possible understanding that this is a very fluid process.

Discussion

Deborah Linn asked how many years from now before construction starts? And it takes 10 year to complete?

Tom Autry responded that construction should start 2012-2013 and Mike Madden has given it 3-4 years.

Deborah Linn asked where Wayne Avenue is on the map.

Tom Autry responded if you take these which are on their website www.purplinemd.com

If you go to the Wayne Avenue Section you will find a line just east of Cedar that shows what the section looks like and in this particular section you have a portal that is a tunnel entry at the bottom and that's one alternative. In the middle is the at grade alignment with one lane on each side and equipment and vehicles in the middle. I have not had an opportunity to look at the traffic issue analysis which we received from Mike Madden two weeks ago and this was in response to something Seven Oaks had written. Our Advisory Group Meetings are open to the public and the next meeting is on January 22, 7:00 p.m., Park and Planning and Greg Benz is going to be there to talk about traffic forecasting and travel times. The Advisory Groups wanted to get into forecasting and ridership issues from the person doing the modeling.

Debbie Spielberg asked about the planned bike lanes along Wayne Avenue, and that her understanding is they currently stop at Whole Foods and the idea was they would not go on with all the bike planning until after they decided what was going on with Purple Line. If Wayne Avenue were the alignment and if it were above ground what would happen to the sidewalk bike lanes and have you discussed that at all.

Tom Autry responded he had talk to Mike Madden and Joel Romansky and if I remember correctly the latest section SN on the blue sheet handout east of Cedar there is an 8 foot sidewalk and then the trail. I want to say that he told me that this particular alignment could go in advance of the Purple Line.

Alan Bowser stated he had a couple of questions that Tom Autry might be able to link them together when answering.

I'm curious how the Planning Board sees its relationship with the MTA do you see yourselves as an ally, partner or independent? Somewhat skeptical of the information they provide.

In this process can the Planning Board put any limits on what the State recommendations are?

Some neighbors on Wayne Avenue are concerned if there are stops along the route that goes down Wayne Avenue from Fenton Street down to Sligo Creek Parkway and up to Flower Hill Avenue over to Arliss, whether or not just the mere fact that there are stations that will effect the zoning density and will it encourage more development?

Tom Autry responded that their role is independent and to evaluate what the MTA presents and work with them on development review issues related to Purple Line. We work with the MTA on more than just responding to and asking questions related to the Draft Environmental Impact Statement (DEIS). We have also development applications that come into Silver Spring, for instance, that are on the alignments.

Tom Autry stated they are working with the Developers and MTA in the review of these proposals so that these alignments remain viable. There is a dual role because we are doing one thing as an independent agency and it is absolutely critical to have these folks that come into these applications to keep in touch with the MTA Project team early.

Alan Bowser asked can you post limits on what the MTA recommends both the County Council and Planning Board.

Tom Autry responded that he can speak for the Planning Board and what they can do. We can certainly alert them to what they are doing contrary to a Master Plan fundamentally at the heart of what we do is evaluate items in terms of whether they are in compliance with the Master Plan or not. The selection of a locally preferred alternative and the way it is currently set-up rests with the State. The State is listening to all of us collectively whether it the Planning Board staff or community. If you look at where we are today compared to where we were a year from now it's been a slow and somewhat tedious process but there has been reaction to earlier proposals and community concerns and this is how it works.

The density issue needs to be addressed through the conditional Master Plans and we are making it clear at this stage for example in our outreach document that the Advisory Group has made it clear that this is one of their concerns particularly in East Silver Spring. There is an issue of scale and neighborhood transition that is at the center of the project and if it is going to be successful our staff, Planning Board and community are going to have to come together with some kind of vision about what happens in those areas but it will be through the Master Plan process and not through DIS or the Functional Master Plan. We have spent a considerable amount time in this Advisory Group addressing this issue and if you go to our website and read our meeting summary of December 18 there is information on that and it will give you a flavor for the complexity of the question and how we are prepared to address it.

Alan Bowser stated that you have not had a chance to look at their November 26 summary of transportation impacts and there was a lot of controversy about Planning Boards traffic models during the Growth Policy debate and after reading this several times you grade intersection A

through F and this analysis suggest that traffic gets worst with any kind of mass transit alternative through East Silver Spring. There is more F's in the graphs than there where in 2000-2007 is this something the Planning is concerned about whether or not more intersections particular Wayne Avenue and Sligo Creek and Wayne Avenue and Dale Drive move to failure when the MTA's consultant looks out to 2030.

Tom Autry responded absolutely we will be looking and so will DPWT.

Alan Bowser stated that from a neighborhoods perspective they appreciated Tom Autry asking MTA to provide more information on the Wayne Avenue tunneling options from one of the community meetings held at Oakview last year. Someone in the neighborhood surfaced the possibility of a tunneling option that exited Mansfield so it did not have to go into Sligo Creek Park and presented that as an alternative to no tunneling at all and a very deep tunnel that would have to go under Sligo up toward Arliss and Flower so we are interested in seeing some detailed analysis on the Wayne Avenue alignment that comes out at Mansfield at grade goes over Sligo Creek Parkway.

Tom Autry responded there are two segments where tunneling is being looked at one is East Silver Spring and the other is on the Georgetown Branch Trail or getting it off the trail. In East Silver Spring we are talking about a tunnel in an area where there could be travel time saving and could be ridership but we don't know how much ridership because we don't have the station and the segment ridership right now but it is definitely a question we need answer to.

Darian Unger asked what lessons where drawn from the failed attempts to tunnel through Tyson Corner.

Tom Autry stated this is a good question and we don't want to find ourselves in that position down the road and that's what these tunnel questions are about. Two things come to mind, one its aerial so the travel time savings are probably not there in other words when they are looking at a tunnel now the travel time saving between whatever segment is going to be largely the same area in a tunnel so there is nothing to be gained by the additional cost related to the tunnel. We have taken a look at these projects that are in the FDA pipeline and Dulles is one of them and they are right on the ceiling for the cost per hour of user benefit and they are up \$24 to \$25 dollars and the cut-off is right at that so if you look at that report you can see they sunk a bunch of money into tunneling. The questions we are asking are designed to prevent this from happening and this is the context I would be presenting to the Planning Board and we are not saying you are wrong but we just want more information and is it cost, is it cost per mile and if it is, what is the threshold for cost per mile and if it's ridership what is the station ridership.

Vic Weissberg asked if the number MTA has presented so far for the Purple Line basically line-up and would be competitive with obviously varies based on BRT or LRT, low, medium or high or would you say by in large they would at least be competitive with most of the projects around the Country that have recently received funding.

Tom Autry responded that at this point all we are looking at is cost per weekday passes. We don't have the advantage of the travel time's information. The information they presented at the open house is very gross in general and is not segmented and we cannot make any assumption

from that and don't expect to see their numbers until later but right now it looks good. I think they are listening and we want to continue our discussions.

Alan Bowser asked about the Purple Line alternatives in the handout where you list the TSM, BRT and LRT low, medium and high alternatives do you come at this at an independent view and can you explain why the operating cost for the high investment light rail are less than the low investment LRT because I was surprise that the operating maintenance cost is a \$3 million dollar per year difference listed \$2,007.00 dollars but there is obviously a huge different between the operating maintenance cost between high investment BRT and high investment LRT and I wondered if you all will get into a recommendation about cost effectiveness when it comes to modes as well.

Tom Autry responded that they will have numbers for each alternative in term of cost per users. I have not spent a lot time looking at the operating and maintenance cost but what I would say is that there is going to be higher average speed with the higher investment and don't under estimate the savings in maintenance with a higher average speed whether it is bus or rail because that helps if you have more grade separate interchanges for example. I don't know if it would amount to a million dollars in a year but that would be my first reaction is that you've got a more efficient higher quality system if you spend that money on the capital side you reap it back on the operating side.

Alan Bowser stated that in the Lyttonsville community has MTA told them where they would site the maintenance facility over there at the end of Brookville Road because the community represented has come before one of our Committees has said that MTA has not informed them where the maintenance facility would be and where the station would be in that area.

Tom Autry responded that the material on the website is accurate and it shows that the platform east of Lyttonsville place, and the yard and shop is west. One of the issue that has come up in the Advisory Group is that to some folks regarding the functions between a possible Prince Georges site and this site have not been actually allocated and I have not discuss this with them and the thinking is perhaps more storage in one area and more maintenance activity in another.

Debbie Spielberg thanked Tom Autry for the presentation and all of the information which has been helpful. I inserted five minutes for the Strategic Planning Working Group.

Strategic Planning Working Group

Vic Weissberg reported that:

Lucinda and Marilyn and I have been meeting and looking at various information from past retreat, meetings, notes and simple efforts in the past and found very instructive the Annual Report and see that as a very effective vessel for fine tuning some of the methods by which we can become more strategic and more effective as a Board. We would like to request a few minutes on each Committees agenda for January to come and talk about where we are but more importantly solicit each Committees thoughts and view in terms of what can make the Board more effective and more strategic.

Lucinda stated that the only thing she could add is that they had talked about content of methods of enhancing communications and outreach.

Debbie Spielberg stated that she was very excited about this group and hopefully gives us more focus over things we have talked about over the years and this may start to happen.

CED and Transportation/Pedestrian Safety Committee Joint Meeting

Phil Olivetti reported that:

- The joint committee report is on pages 19 and 20 of the packet and the comments about CED Committee are on page 20 and you can read them and Darian Unger will talk about the Transportation/Pedestrian Safety Committee and the next meeting of the CED is Wednesday, January 16th at 7:30 p.m., Silver Spring Regional Center and on the agenda is the Development project in Ripley, the strategic plan and budget.
- Darian Unger stated we highlighted some recent pedestrian incidents, death and recent enforcement activity and spent a lot of time looking at the new pedestrian safety initiative which led to a discussion and most of the highlighted interesting points are at the top of page 20 which were the thoughtful comments, ideas and suggestion of what might be done.
- Marilyn Seitz stated that Gary Stith mentioned on Saturday that they are starting to enforce jay walking which is a great idea but what I was thinking was maybe to be more user friendly is to issue warnings first because we have never given out tickets or very many tickets on jay walking and give them a month of warning and then say hey it is going to be coming.
- Darian Unger stated he agreed and would discuss this issue with Sgt. Tom Harmon, head of Traffic Enforcement Section.

Gary Stith stated they where ticketing at Ellsworth and Fenton.

- Darian Unger stated the report they received was from drivers going through red lights and speeding. The next Transportation/Pedestrian Safety meeting will be on January 28th and expect we will be dealing with innovative ways in which we can use potential money from the Pedestrian Safety Initiatives in Silver Spring to improve intersections specific targets, and trouble spots.
- Marilyn Seitz stated that Jerry Yokoyama told her that his friend was given a \$50.00 ticket for parking.

Gary Stith stated his understanding was that they were giving tickets at Ellsworth and Fenton for people stepping off against the light and Ellsworth at Fenton is public right-a-way.

- Darian Unger stated that he would ask the Police to address this issue specifically on January 28th.

Neighborhoods Committee:

Alan Bowser reported that:

- Notes from the last Neighborhoods Committee meeting are on page 22 of the packet and they are unusual this month because we included written submissions from several participants at the December 17 meeting. It was focused primarily on the neighborhood impacts, responses and concerns about the proposed Purple Line so for those who are interest there are detailed comments from pages 27 to the end of this packet that East Silver Spring, Lyttonsville, Park Hills, Seven Oaks and Sligo Branview communities have about issues that Tom Autry discussed his evening. At the end of the meeting we

asked people if they had any comments on the draft minutes circulated to e-mail me so we could hear from different voices and I cut and pasted from those e-mail messages.

- What was interesting about the December 17 meeting were two things and they were the large number of people that attended; we had three members of the Planning Boards Purple Line Functional Master Plan Advisory Committee to participate in the discussion, Karen Roper, Chris Richardson so we had a lot of informed observers at the meeting. Another interesting thing was that there was a lot of tenant participation on the recommendation of Ben Stutz who works for Valerie Ervin Office and suggested that I contact Impact Silver Spring because sometime in the late fall they had a forum with tenants on the Purple Line so we wanted to bring those people in. At the end of the discussion we had people from the Civic Associations make their presentation and submit them for Committees records. Some suggested we should have another conversation on the Purple Line and we are going to do that this month on Wednesday, January 23rd.
- Tony Hausner is going to present on behalf of Indian Springs which is where Mike Madden is this evening. We have posted to the PREZCO list serve and asked all the other Civic Associations if they wanted to present or submit information for the record so we get a good sense of where we are in the winter of 2008. We have invited Impact Silver Spring to reach out to tenants and bring them to this meeting to talk about their concerns and thanks to Megan for helping organize this. At the end of the December 17 meeting I circulated a draft letter which is in the packet on page 25 and I thought it was well drafted and would go to the County Executive and County Council talking about the Purple Line and neighborhoods and reaffirms the Board support for transit in the Purple Line. The letter talks about how we believe it is important to connect communities in Prince Georges and Montgomery County but it also highlights four issues that we would like the County Executive, County Council and Planning Board to look at in its review and I thought they were non-controversial. One is impact on traffic if the Purple Line as it crosses Georgia Avenue, Fenton Street and Wayne Avenue, Pedestrian Safety, impact of the Purple Line on the environment particularly as it crosses Long Branch, Sligo Creek, and Rock Creek and finally a concern raised in particular Lyttonsville and the folks in East Silver Spring. It seems like MTA is moving toward a recommendation for Light Rail which would be electric powered system and if it is going to be an electric powered system there is going to be a big transit related maintenance facilities which Tom Autry stated was going to be in Lyttonsville and that community is concerned about the impact of that facility on their neighborhood and quality of life. Another thing is evidently along the route there will be big power transformers that are about the size of a bus as I understand or a tractor trailer that would be every half mile along the system so people are concerned. I sent this letter to the Transportation/Pedestrian Safety and CED Committees for their considerations. At their! meeting to see if the Board wants to send any kind of letter to the County Executive on the Purple Line and our Board concerns. I never saw the letter that discussed this Board's support for the Purple Line so this is a chance to do it again and raise community concerns. If the Board is interested in doing this I would like to push this forward at the next meeting after our Committee has its meeting and if not I think we have missed a tremendous opportunity to go on record with the communities concerns.

- We do a regular report on public safety and we still have some interesting public safety issues in Silver Spring that have been covered in the press mostly theft from vehicles and some burglaries and robberies and finally a regular report on historic preservation and we have good representation from the Silver Spring Historical Society and they have been following with great interest the project at the Falkland and the Perpetual Building that celebrated its 50th Anniversary opening today and the Neighborhoods Committee will continue to follow those issues for the Board and everyone is invited to the January 23rd at 7:00 p.m., meeting to listening to other voices on the Purple Line.

New Business:

Darian Unger stated he would like to move to consider the letter that begins Dear Mr. Leggett, County Council and Fire Chief Carr about charging for ambulance runs. I mentioned this to Debbie Spielberg prior to the last Executive Committee Meeting and posted it on the SSCAB website asking for comments and thanks to those who responded and by in large the response was positive and some questions about whether it was necessary and I responded individually to those people. I hope that we can approve this letter by a super majority and time is of the essence. Overall idea is that the County Executive is actively investigating the possibility of charging ambulance fees to people if they need emergency ambulance service not as part of the capital budget which is submitted tomorrow but part of the operating budget which will come in March. We would like to nip this really bad idea because it will potentially get people killed and I feel emergency service is a basic public good that you pay for with your taxes and after that there is a certain responsibility of local government to provide certain service without charging people. There are some counties that do try and do this and say we only charge if you are insured and charge \$200 to \$300 to the insurance company which is a good try but good luck trying to explain that to people who are deciding whether or not to call 911 and not sure whether or not they will be charged it would almost certainly cause people to not get help they need and the consequences would be pretty bad. If we send this letter now we stand a pretty good chance that there is strong community opposition to charging people for emergency services that they already pay for and deserve as a human right. I move that the Board consider this letter and after discussion approve it.

Phil Olivetti asked if the letter could include Silver Spring and secondly do you have data to suggest what portion whether it is 5% or 20% of the population would be impacted by this.

Darian Unger stated that there is no data like that the perfect data we want would literally show is that some people don't call.

Debbie Spielberg offered a friendly amendment to delete three words in the fifth paragraph if we could say although some counties do charge for emergency services we do not wish to emulate them.

Darian Unger accepted the amendment.

Alan Bowser stated his first thought about the letter was a little over the top and I will mention a couple of the phrases and the public trust of the government violation of being dangerous, unfair, potentially deviating, ineffective, fear and confusion and financial hardship and I thought this was over the top and did not raise those kinds of concerns. I had breakfast with Councilmember

Marc Elrich on Saturday and he supports the ideas of fees on ambulance services and no one would be adversely affected if this proposal went through because if you are covered by insurance they would pay for the ambulance fees and the legislation would exempt people specifically would exempt people that could not afford it. The people that could not afford would still have the services and the people could pay for it would have their insurances company for it that said I am not going to oppose the letter but I wanted to mention that I did speak to Councilmember Elrich about it and thinks he supports it and that the letter seems to be little inflammatory.

Darian Unger stated that before asking the Board to vote that he would like to address a couple of the concerns. It is only inflammatory if it is not happening to you, there are emergencies that happen here all the time and they are urgent. As to a minor disagreement as to whether one Councilmember is in favor or not of ambulance fees the report I received was from Montgomery County Volunteer Rescue Association and the President had spoken to several member of Council and said that Elrich was probably on the other side but if you spoke to him directly then one of the people we can sway would have it like this. I don't know the position of the union and Montgomery County does not distinguish between career and volunteer all are considered professional. The Silver Spring Volunteer Fire Department has come out opposed to ambulance fees.

Debbie Spielberg stated that perhaps we could put in the letter that we have heard from members of the Silver Spring Fire Department.

Motion: The Silver Spring Citizens Advisory Board unanimously agreed to the send the letter to County Executive, Councilmember's and Chief Carr strongly opposing ambulance fees as amended (*See informational material for finalized letter*).

Phil Olivetti announced that the primary election is February 12, deadline to register is to vote is January 12th and deadline for absentee ballot is February 5th

Gary Stith stated that the landscaping in the Montgomery Hills project has been completed with new bushes and trees and it was a DHCA project they have ten of the thirteen bases in for new streetlights and the rest will be put in as weather permits over the next week and in about four weeks the streetlights will be actually installed on some of the side streets.

Meeting adjourned 9:00 p.m.

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